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# Goolwa Beach Car Park + Surrounds Masterplan

FINAL REPORT

JENSEN PLANNING + DESIGN in association with TONKIN CONSULTING and EBS ECOLOGY - DECEMBER 2016



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### Acknowledgement to Country

Alexandrina Council acknowledges the Ngarrindjeri people as the Traditional Owners of Goolwa Beach and the surrounding area and we respect the rights, interests and obligations of Ngarrindjeri to speak and care for their traditional lands and waters in accordance with their laws, customs, beliefs and traditions.

For Ngarrindjeri, the area is a culturally sensitive, living landscape. In accordance with the 2002 Kungun Ngarrindjeri Yunnan Agreement signed by Alexandrina Council and the Ngarrindjeri Nation, we are committed to working together to uphold Ngarrindjeri rights and advance Ngarrindjeri interests when decisions are being made about their Ruwe (Country). This includes working together to ensure that future management actions in and around Goolwa Beach seek to enhance rather than diminish the connectivity of landscape elements.

*Alexandrina Council extends its thanks to everyone who has contributed the insight, expertise and suggestions that have informed the development of this Masterplan.*

#### Document Quality Control

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# 1 INTRODUCTION

## 1.1 OVERVIEW

Both locals and visitors alike enjoy Goolwa Beach and the surrounding environment of Sir Richard Peninsula. It is an area of cultural, environmental, social and economic significance to the region, providing a range of popular experiences and facilities. The Goolwa Beach car park and surrounds is used by swimmers, surfers, families, fishers and cocklers, walkers and visitors to the beach, café patrons, surf lifesavers, horse riders and trainers, and off-road drivers.

The volunteer community is also active in the area, with Surf Life Saving and Goolwa Coastcare actively working to ensure community safety and conserve and enhance the local environment.

The Goolwa Beach car park is situated within an important cultural heritage area of Sir Richard Peninsula. Sir Richard Peninsula is part of the living body of Yarluwar-Ruwe/Ruwar (lands, waters, sky, body, spirit and all living things) and Creation Ancestors. Ngarrindjeri people, past, present and future are part of this living body. Sir Richard Peninsula has been cared for by Ngarrindjeri over many generations.

With a growing population and a rise in visitor numbers, the use of the area is set to increase even further. Alexandrina Council recognises the importance of the area to the traditional Ngarrindjeri owners, and to the multiple users, residents and inhabitants of Goolwa Beach. Council has determined that this is an ideal time to review how it might improve visitor experience and public amenity in and around the Goolwa Beach car park, and balance its use with the protection of the natural and cultural significance of the area.

For the majority of the year, most of these activities co-exist. However, in peak summer periods, all of the activities intensify. Visitor numbers increase and the car park regularly becomes overloaded causing a strain on facilities, inconvenience, frustration and risks to public safety.

In May 2015 Alexandrina Council initiated a master planning process for the Goolwa Beach Car Park and surrounds to provide a vision and guiding principles to guide the development and ongoing management of the site over a 20 year period.

The overarching objectives behind the preparation of this masterplan have been to:

- Increase the functional capacity of the site to accommodate current trends and future user needs;
- Resolve current and potential user conflicts;
- Balance the functional and aesthetic aspects of the site with respect for the local landscape character;
- Minimise adverse impacts on natural assets and cultural heritage values; and
- Enhance user experience.

During the course of the preparation of both the Draft and Final Masterplan Reports, plans were being prepared by Surf Life Saving for a proposed new facility to be located adjacent to the eastern side of the car park. This Final Report includes a notional footprint for the proposed surf life saving building based on a preliminary proposal from Surf Life Saving South Australia. It is subject to change and the formal Development Assessment process being completed.



A consultant team led by Jensen Planning + Design and assisted by EBS Ecology and Tonkin Consulting has worked with the Goolwa community, the Ngarrindjeri Regional Authority, local stakeholder groups and Alexandrina Council to prepare a masterplan that will improve the experience of visiting Goolwa Beach and maintain its cultural and environmental values. This masterplan is built on community aspirations and values gathered during two separate broad consultation processes with the traditional custodians, relevant government agencies, community representatives and the broader community. The first consultation was held at an early stage to gather ideas and test preliminary masterplan options, and the second was held during October/November 2016 to obtain feedback to the Draft Masterplan Report.

A separate Appendices Document has been prepared that provides a range of background material relevant to the preparation and finalisation of the Final Masterplan Report, including:

- Literature Review
- Final Stakeholder + Community Engagement
- Initial Stakeholder + Community Engagement
- Analysis and Key Directions



### VISION

*Goolwa Beach Car Park and its surrounding area is a unique place shaped by its natural features and its rich cultural heritage.*

*It is a destination that attracts people for a wide range of activities.*

*It is managed sustainably for the benefit and enjoyment of current and future generations.*

*It contains high quality amenities and facilities that benefit the community and visitors so everyone can access and enjoy the beach environment safely and conveniently.*

*The facilities complement the character and atmosphere of Goolwa Beach.*

*Everyone is welcomed to this special Place.*

## 1.2 RECOMMENDATIONS

### Car Park Capacity, Usage and Traffic Management

1. Increase the capacity of the car park through an expansion to the north of the existing site (by approximately 40 metres), combined with the creation of additional formalised car parking spaces on Beach Road.
2. Implement Council's no net loss commitment by working with the Native Vegetation Council, Goolwa to Wellington Local Action Planning and the local Coastcare group to minimise and offset vegetation loss.
3. Provide a pathway network dedicated to pedestrians and bikes, and safe road crossing points.
4. Introduce visual cues to channel pedestrians, horse riders and cyclists to safely cross roads, vehicle access points and car park areas.
5. Create a long-vehicle parking area for horse floats, buses, RVs and trailers.
6. Introduce a range of traffic management mechanisms to improve safety and flow, including:
  - Safe access / roundabout at convergence of car park and beach access track;
  - Introduce slip lane to channel 4WD beach goers directly to the vehicle beach access track;
  - Provide a pedestrian "drop off" zone adjacent to new public plaza in proximately to the beach and to facilities;
  - Provide a 'shared use' area for use by the Surf Life Saving Club (SLSC) alongside the proposed Club facility;
  - Provide designated spaces for emergency vehicles within the car park;
  - Narrow the entrance to the car park to act as speed deterrent (possibly incorporating a speed hump / raised plateaux); and
  - Provide a track for surf life saving and emergency vehicles to access the beach at the south-western corner of the car park (to be shared with pedestrians).
7. Upgrade public lighting to the car park and associated areas to meet Australian Standards.
8. Install security cameras in suitable locations to improve public safety and reduce vandalism.

### Pedestrians and Cyclists

9. Construct a 3m wide shared path along the western side of Beach Road linking the car park to the Encounter Bikeway.
10. Increase pedestrian plaza areas at the southern end of the car park, incorporating seating, shade, landscaping and other amenities.
11. Improve access to the beach for those unable to use the stairs (e.g. prams, wheelchairs).
12. Establish specific road and track crossing points for pedestrians and cyclists.
13. Consider replacing existing stairs to beach with pedestrian-friendly infrastructure that sits 'on top of the dunes' rather than 'through the dunes'.
14. Introduce bicycle parking facilities in the plazas.

### 4WD Beach Access Track

15. Create a dedicated left turn 'slip' lane at the entrance of the car park to separate 4WD vehicles using the beach access track from other vehicles entering the car park.
16. Place self-limiting height devices at the entrance to the track to limit access to 4WD vehicles.
17. Introduce new signage at the entrance to the track, at the 4WD parking area, and potentially at strategic locations along the track that provide interpretive and educational information, and remind vehicle drivers about their responsibilities.
18. Collaborate with organisations and agencies such as Ngarrindjeri Regional Authority, GWLAP, Coastcare, 4WD Association of SA, SA Water, Marine Parks SA to develop a range of educational and interpretative materials.
19. Narrow and contain the vehicle access track to a consistent width of approximately 7m (5m for vehicles + 2m for adjoining horse track).
20. Install a 'soft infrastructure' base (i.e. Dutch laddering, matting or the like) along the length of the track to prevent vehicle bogging.
21. Work with local groups (such as Goolwa Coastcare) to rehabilitate dunes and vegetation areas adjoining the narrowed track.
22. Collaborate with volunteer organisations such as the 4WD Association of SA (and associated 4WD clubs) to enhance education about responsible off road driving in the area.
23. Work with relevant government agencies such as SA Police, SA Water, Marine Parks SA to improve education of beach drivers, and to enforce driving and permit regulations.
24. Introduce a fee-paying tiered permit system for vehicle beach access that will provide a management framework for controlling vehicle numbers, monitoring driver behaviour, and enabling environmental and cultural heritage conservation works. (Note the development of the tiered system should give consideration to Alexandrina ratepayers receiving free- or low-fee access).
25. Work with the Ngarrindjeri Regional Authority, GWLAP, Coastcare, 4WD Association of SA, SA Water, Marine Parks SA, the local community, and other key stakeholders to collaboratively manage the area.
26. Commit funds raised from the proposed permit system to the ongoing environmental and cultural conservation, education and protection works in the immediate area.

27. Establish a Section 41 Committee (Council advisory committee) to guide the spending of permit funds raised on environmental and cultural heritage conservation, education and protection in the immediate area.
28. Convert the existing pedestrian beach access track at the SW corner of the car park into a vehicle track for use by SLS / emergency vehicles. It is intended that this track would be shared with pedestrians.

### Horse and Horse Floats

29. Provide a dedicated informal parking area for vehicles with horse floats at the northern end of the car park.
30. Restrict the use of the car park by horse floats/trucks to before 10 am and after 10pm during the peak months of December and January (subject to Council resolutions, trial period and compliance considerations).
31. Provide for safe crossing from the horse float parking area to the beach access track.
32. Provide a safe and separate track to the beach for horses (and pedestrians) alongside the 4WD track (separated by bollards or similar), with design/width subject to consultation with user groups.
33. Provide specific facilities for horses, including tethering posts and access to fresh water (following consultation with user groups).
34. Introduce signage to enhance understanding and experience of the area, and about responsibilities of horse owners / riders.
35. Increase enforcement of appropriate removal of horse manure by horse owners and apply penalties where required.

## Interpretation, Education and Public Art

36. Develop new 'entry statement' sign at the junction of Beach Road and Hewett Road.
37. Improve landscape treatment around existing "Goolwa Beach" sign wall.
38. Erect a new sign 'wall' (with sliding sign boards) at (or near) the entrance to the vehicle access track) to provide greater legibility with clearer messages, and allow for interchangeable time-specific signs (e.g. pipi season, beach closures, etc).
39. Install theme-specific signage at appropriate locations in the car park (e.g. horse-related information in horse parking area, 4WD-related information in 4WD parking area and along access track).
40. Install interpretive signage (cultural heritage and environmental values) within the precinct, particularly at the southern end of the car park and within the proposed new plaza area adjacent the café.
41. Collaborate with the Ngarrindjeri Regional Authority, Coastcare, SA Water, Marine Parks SA, Tourism SA, SLSC, local operators (and others) to design targeted messaging.
42. Develop signage, and potentially other information materials, in languages other than English.
43. Incorporate opportunities for public art initiatives (both integrated and free standing works) in key locations (e.g. entry statement, proposed public plaza, and southern end of the car park).

## Shoreline Retreat

44. Retain the existing café in its current position in the short-medium term, but plan for a new purpose-built café behind the 2100 shoreline retreat.
45. Locate future buildings (SLSC / public toilets / change rooms, new café) behind the potential 2100 shoreline, and construct to the required minimum site level.
46. Other improvements to the car park, pedestrian plazas and other infrastructure associated with the use of the precinct by the public may be constructed forward of the potential 2100 shoreline, with the recognition that such works will be considered 'sacrificial'.

## Goolwa Surf Life Saving Club (SLSC) Building (Proposal)

47. Locate the new SLSC building on the eastern side of the car park, and incorporate conveniently located public toilets and change facilities within the building footprint.
48. Incorporate spaces that can be used by community organisations for training, meetings or public gatherings (eg. refuge in an emergency event).
49. The size of the building and its location should provide sufficient space to enable the future café building to be constructed behind the 2100 shoreline retreat, and leaving adequate separation between the café and the SLSC to provide necessary circulation and site servicing space. It should also minimise its impact on the surrounding dunes and vegetation.
50. Ensure that the design of the building and use of materials blends in with the surrounding environment and reflects the 'relaxed and open' feel and character of the place.
51. Proceed with the conversion of part of the Beach Road public road reserve to community land to enable the club and café buildings to be located on community land, providing greater

security of tenure for future lease arrangements of new buildings.

## Café

52. Continue the operation of the existing café whilst the building and its location remain viable.
53. Construct a new, stand-alone café located behind the potential 2100 shoreline, and construct to the required minimum site level of 2.85m AHD. Ensure the design of the new café building maintains a 'beach shack' and eclectic character desired by the community.

This recommendation is presented in the masterplan as a medium term proposal (6-8 years) - however there are advantages in bringing it forward to the shorter term if possible.

## Public Facilities and Plazas

54. Recommended public facilities include:
  - Large new community space on the seaward side of the future café building, incorporating seating, shelter, landscaping, public art, etc.;
  - Additional outdoor showers located close to the two beach access points;
  - Improved pedestrian areas, seating, shelters and elevated viewing deck at the southern end of the car park adjacent the dunes;
  - Charging points incorporated in or near the redeveloped café for gophers;
  - Dedicated parking spaces and charging point for electric vehicles;
  - Drinking fountains;
  - Bicycle parking facilities; and
  - Beach access track for use by wheelchairs/ prams/ bicycles (integrated into the beach track at the SW corner of the car park).

55. Enhance the experience of wheelchair users, and others with specialised mobility and access needs (eg. gophers and prams), including:
  - ensure a wheelchair accessible track to the beach is provided at the SW corner of the car park (the form of infrastructure to support this will be determined in the Detailed Design stage);
  - install an elevated viewing platform overlooking the beach, accessible via ramp and complete with wheelchair-height interpretative signage;
  - increase the number of car parks for people with specialised access requirements;
  - provide for enhanced, single level access to proposed new facilities (café and toilet / change rooms);
  - install charging stations for electric mobility vehicles such as gophers and electric wheelchairs; and
  - investigate having at least one beach wheelchair available on-site for short-term loan by beach goers. This may be in collaboration with the Surf Life Saving's Goolwa club or the café.

## Cultural Heritage

56. Continue discussions with the Ngarrindjeri Regional Authority and key stakeholders regarding the redevelopment of the car park.
57. Utilise Ngarrindjeri Cultural Heritage protection processes and protocols in any redevelopment works.
58. Ensure that local Indigenous culture is recognised and celebrated through public art and signage to raise awareness and educate visitors about the cultural significance of the place.
59. Introduce a vehicle permit system for access to the beach, the money from which will be channelled to cultural and environmental conservation, protection and restoration works in the immediate area.

## Natural Environment

- 60.** In order to expand the car park, clear approximately 40 metres of existing vegetation to the north of the car park, with the clearance area offset to be discussed with relevant stakeholders, but likely to include:
- increase of native vegetation in fore dune area at southern side of car park;
  - rehabilitate vegetation along the edge of existing beach vehicle access track; and
  - rehabilitate area east of new surf club building.
- 61.** Install adequate fencing to restrict access to within the car park and associated access points and provide a distinct boundary. All areas outside of the boundary should then be treated as intact vegetation, and extensive weed control and rehabilitation should be carried out to result in significant improvement to existing ecological values. Exclusion of people to the best possible extent will allow vegetation to establish more successfully than previous efforts.
- 62.** Install fencing that is more pleasing to the eye than permanent posts and wire, particularly adjacent areas of high public usage.

- 63.** Utilise the roadside area adjacent to Beach Road as angled parking, as this includes areas of poorest quality vegetation.
- 64.** Install an elevated platform adjacent to the fore dune that allows people to have easy visual access to the beach and discourages unauthorised entry into the fore dune area (e.g. similar to Basham’s Beach). A deck structure with seating can be elevated above the existing dune level allowing establishment of plants at the fringes of the decking and movement of seed resources and fauna.
- 65.** Remove woody weeds prior to construction or rehabilitation of the area behind the café and ensure that soil removed from the area is dumped where no ongoing weed spread can occur so as not to cause ongoing issues in new area.
- 66.** Where practical, manage sand drift, maximising the use of vegetation plantings.
- 67.** Plant indigenous coastal vegetation that can sustain the harsh environmental conditions and expected usage of the area.
- 68.** Maintain an ongoing program of weed control.

- 69.** Install interpretive and educational signage to raise awareness of, and promote respect for, environmental values of the area.
- 70.** Collaborate with local community groups to implement an environmental works program (potentially funded via the vehicle permit system).
- 71.** Commit funding into environmental and cultural conservation works in the immediate area.

## Stormwater / Site Services

- 72.** The preferred approach to managing stormwater from the car park area is for it to be directed (as it is now) to the southeast corner of the car park. However, instead of it being directed towards the timber stairs down to the beach in a haphazard manner, it should be purposefully directed and collected along the edge of the new large plaza area, prior to being discharged through an underground pipe through the fore dune area.
- 73.** An end wall and dissipation / erosion management feature should be constructed where there is a natural depression in the existing fore dune area.

- 74.** Undertake further detailed investigations to identify the preferred stormwater management approach as part of the Detailed Design of the precinct upgrade.
- 75.** Ensure that any water supply infrastructure upgrades that may be required as a result of the SLSC development be addressed by the surf club as part of the SLSC development application process.



## 2 CONTEXT

The Goolwa Beach car park is located on the coastline of Sir Richard Peninsula, at the end of Beach Road, Goolwa (refer **Figure 1**). It is situated within the dune system which enables people to readily access the beach without having to walk long distances. It provides the only recreational vehicle access to the beach on this section of Greater Adelaide's coastline.

Goolwa Beach and its surrounding area sit within a wider coastal ecosystem that is connected with the Coorong and nationally significant wetlands that have been recognised by the Ramsar Convention on wetlands. The area is also part of the Encounter Marine Park.

The Goolwa Beach car park itself is located within the coastal fore dune. This places it in close proximity to the beach and makes the beach more readily accessible from this location than other car parks located along this section of the Southern Fleurieu coastline. The car park is situated within a natural environment and is relatively undeveloped. It is characterised by its informality, openness and feeling of 'remoteness', as houses and other large buildings are set back further away from the beach. This sense of the place being relatively undeveloped is valued by the community.



*Figure 1 - Location of the Goolwa Beach Car Park within the Coorong Region*

The existing buildings within the car park are single storey and provide basic amenities (refer **Figure 2** and the photos below). The key public amenities comprise a toilet block, a café and a surf lifesaving lookout tower. There is a small concrete area between the car park and the dunes which serves as public space with a single shower, and two tables with seating and shading.

Goolwa Beach is a high energy beach and is made safer for swimmers by the presence of surf lifesavers. The Goolwa Beach Surf Life Saving Club was formed five years ago and has been operating from a shed on the north western corner of the car park. The club, in conjunction with Surf Life Saving SA, proposes to construct a new building closer to the beach to support and grow its operations, on the eastern side of the car park.



*Picnic table and shelter being used to rest surf boards*



*Existing toilet block*



*A single shower is currently provided*



*The Bombora café is popular with people who come to use the beach and also attracts people to the car park in its own right*



**Figure 2 - Key existing features**

# 3 MASTERPLAN FOR GOOLWA BEACH + SURROUNDS

## 3.1 GUIDING PRINCIPLES

The following Guiding Principles have been prepared following extensive consultation with stakeholders and the broader community. They have been prepared to guide both the Masterplan and its ongoing implementation over time.

### 1. A great place for people to enjoy the beach and natural environment

*The local community and visitors will continue to be attracted to use this area of the coastline (and more will be encouraged to explore this area) because it has been designed and developed sensitively with people and the environment in mind.*

### 2. A place where people can access and use the beach safely

*The car park layout effectively manages the movements of all different modes of transport safely and efficiently. Access to the beach and facilities is equitable and priority is given to pedestrians even at the busiest times of year.*

### 3. The natural environment is preserved and enhanced and there is no net loss of native vegetation

*Any development that occurs on the car park site (or surrounds) is sensitive to the unique natural systems and environment. This area is precious and should be protected from development or activities that may degrade its quality and beauty. Loss of vegetation will be properly compensated for.*

### 4. The cultural significance of this place is respected, preserved and celebrated

*The importance of this place to indigenous and non-indigenous culture is recognised. Visitors should be provided the opportunity to learn about the significance of Goolwa Beach to the Ngarrindjeri peoples when visiting the area. Awareness should be raised about the fragility of the dune and coastal environment and the important cultural activities that have occurred here over time.*

### 5. New development responds to impacts of our changing climate

*Any new structures, facilities, services or activities that are introduced to the site need to be cognisant of the changes that are occurring to the coastline due to climate change. Activities that are currently occurring here should be modified over time to reflect these changes and ensure the area is protected.*

### 6. Economic and community development is supported

*Goolwa Beach is an inclusive space where the community can come together. Opportunity for community development on the site should be encouraged. This may be through the development of the new SLSC building and associated facilities, the new café and new public plazas and amenities.*

### 7. The location and appearance of new development is influenced by the look and feel of this place

*All new development is of a character that complements and enhances the unique sense of place.*

### 8. The site is effectively able to accommodate a greater number of people and increased use is planned for in a sustainable way

*The space is future-proofed by creating great places for people as well as provision for adequate car parking, safe access, suitably designed services and good amenities, being mindful of environmental sensitivities.*

### 9. Sir Richard Peninsula is used responsibly by those accessing its environment by car, horse or on foot

*Current activities that impact adversely on the coastline are reconsidered in the short-medium term and management systems introduced that practically manage people and protect the environment and cultural heritage.*

### 10. Community participation in the sustainable management of the area is encouraged and facilitated

*The community has the opportunity to be actively involved in the decision-making and on-the-ground management of the area.*

## VISION

*Goolwa Beach Car Park and its surrounding area is a unique place shaped by its natural features and its rich cultural heritage.*

*It is a destination that attracts people for a wide range of activities.*

*It is managed sustainably for the benefit and enjoyment of current and future generations.*

*It contains high quality amenities and facilities that benefit the community and visitors so everyone can access and enjoy the beach environment safely and conveniently.*

*The facilities complement the character and atmosphere of Goolwa Beach.*

*Everyone is welcomed to this special Place.*

## 3.2 FINAL MASTERPLAN

### Overview

The Final Masterplan for the Goolwa Beach Car Park + Surrounds is shown in **Figure 3**. Several changes have been incorporated following the review of community and stakeholder feedback received following the release of the Draft Masterplan (refer **Appendix 2**).

The Final Masterplan is based on the long term vision for the site, acknowledging the ongoing mixed use of the area, and that projected regional population growth will increase the number of both locals and visitors attracted to Goolwa Beach. The plan will guide enhanced user experience for all who visit the site.

The plan incorporates a proposed new surf life saving facility, a new café and new public toilets / change rooms.

Apart from the provision of significant new buildings and amenities, the Masterplan incorporates an enlarged and improved car parking area, improved facilities for people bringing horses to the beach, and significant improvements for those wanting to access the beach with 4WD vehicles.

The Masterplan adds new amenity for pedestrians and cyclists with improved connections to the Encounter Bikeway.

Importantly, there are many aspects of the Final Masterplan that will require further consideration and discussion with key stakeholders and user groups as part of the next stage of Detailed Design. However, the Final Masterplan and recommendations aim to provide clear guidance for this more Detailed Design process which will lead to construction of new works and facilities that meet the overall vision and guiding principles for this important part of the coastline.

### Car Park

The recommended option is to increase the capacity of the car park through an expansion to the north of the site and the creation of additional car parks on Beach Road.

Council is able to extend the car park without purchasing additional land and there will be a relatively small cost to compensate for the removal of native vegetation. The EBS Ecology study indicates the area of native vegetation can be removed provided the loss is compensated by rehabilitation of degraded areas of vegetation in other locations in close proximity to the car park.

While the general layout of the car park has been retained, the following changes are proposed:

- Extension of the car park into what is currently the area set aside for horses.
- Extending the car park northwards by approximately 40 metres to provide:
  - an additional 40 car parking spaces (from the existing 128 to a proposed 168 spaces);
  - provision of an informal area for spaces for vehicles with horse floats; and
  - a 3m wide path for horses through the car park, from the horse float area to the beach access.
- A new roundabout at the entry to the car park from Beach Road to slow vehicles and manage movements in a safer configuration.
- Access for Emergency and SLSC vehicles at the roundabout providing direct access to the SLSC along its western façade on a 'shared' pathway.
- Provision of designated vehicle bays for use by emergency service vehicles in the southwest corner of the car park.
- Incorporation of additional disability parking bays (to current standards).

- Shared use of the central and the western car park aisles for SLSC vehicles to access the beach in the south west corner via a widened track.
- Incorporating some parking bays as "drive through" to enable flexibility for longer vehicles to use the car park.
- Provision of a pedestrian "drop off" zone in proximity to the beach stairs and other facilities.

### 4WD Beach Access Track

Much thought has been given to improving vehicle access to the beach for those with 4WD vehicles. Improvements include the following:

- A dedicated 'slip' lane for 4WD vehicles is provided adjacent Beach Road, providing a left turn lane into the beach access track, separate from the main vehicular pathways.
- Self-limiting height devices installed at the entrance to the beach access track that can only be crossed by 4WD vehicles.
- A dedicated 2m (approx) wide sand pathway alongside the 4WD beach access track (separated by bollards or the like) for people accessing the beach with horses.
- Installing Dutch-laddering (or the like) along the length of the track to provide a safe and unimpeded vehicle path to the beach.
- Improved and simplified signage for greater clarity regarding movement / access for different vehicle types.

The circulation patterns for the various users are shown in **Figure 4**.

A fee-paying permit system for recreational 4WD vehicles is proposed. The permit system could be a tiered system with reduced or no fees for local residents. It could also include multiple options (e.g. Day Pass, Annual Subscription, etc.). Permits could be available across multiple platforms and locations including online, on-site, and off-site (e.g. Visitor Information Centre). The introduction of such a permit system would involve further discussion with

key stakeholders including SA Water and SA Police, in particular concerning management issues.

Revenue from a permit system will be committed to funding ongoing environmental and cultural education and maintenance programs, and the ongoing management will be overseen by a collaborative steering committee involving multiple stakeholder groups (s41 Committee).

### Beach Road

A range of improvements along Beach Road are proposed, between the car park and the Encounter Bikeway (refer **Figure 5**). These include:

- Connect the Encounter Bikeway with a new 3m wide shared path along the western edge of Beach Road connecting directly into the car park area.
- Provide for a 1.5m wide pedestrian pathway along the eastern side of Beach Road, again connecting directly into the car park precinct.
- Provide formalised 45 degree angled car parks (25 in number), located between the car park and approximately Hewett Road and Bristow-Smith Avenue.
- Provision of two parking bays with charging stations for electric cars.



**LEGEND**

- ① SLSC vehicle & pedestrian/ disability access to beach - widen track, replace erosion fencing, install 'soft' infrastructure
- ② SLSC watch tower (existing)
- ③ Emergency Services car park spaces
- ④ Shade structure + furniture
- ⑤ Rehabilitate dune
- ⑥ Beach front plaza with seats, shade, public art, drinking fountain, bike parking
- ⑦ Raised timber viewing deck behind low retaining wall/ fence, with ramp access
- ⑧ Upgrade stairs to beach (also investigate potential for more protected alignment)
- ⑨ Shower heads
- ⑩ New cafe with elevated deck (locate behind existing cafe location)
- ⑪ Pedestrian 'drop-off' zone
- ⑫ Service access plaza with underground waste water tank
- ⑬ New SLSC building incorporating public toilets/change room (approximate location only)
- ⑭ Access path for SLSC/ emergency vehicles
- ⑮ 'Drive-through' parking spaces
- ⑯ Pathway for horses - shared
- ⑰ Safe crossing point for pedestrians, cyclists and horses
- ⑱ Directional/ information/ interpretative signage
- ⑲ Horse float/ long vehicle parking area (informal), incorporating tacking posts, water, etc.
- ⑳ Designated 4WD slip lane (left turn only) for access to beach
- ㉑ Electric vehicle charging facility
- Lighting location (indicative only)
- Potential 2100 shoreline

Figure 3 – Goolwa Beach Car Park Masterplan

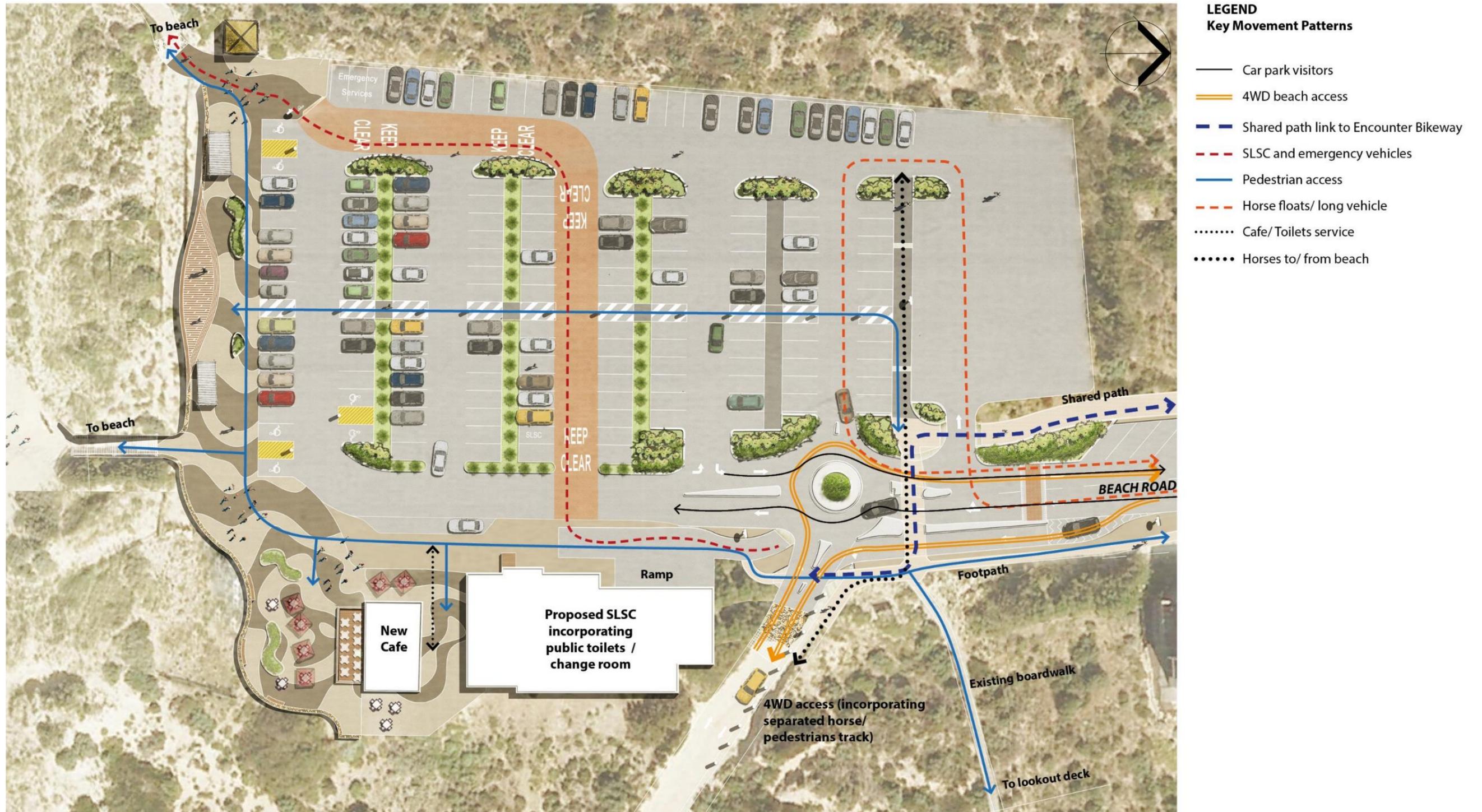


Figure 4 - Goolwa Beach Car Park Draft Masterplan - Circulation Plan



Figure 5 - Beach Road Angled Parking & Shared Path

## Built Facilities, Infrastructure and Public Realm

### Shoreline Retreat

The Masterplan acknowledges the advice from the Coast Protection Board and locates all future permanent buildings behind the potential 2100 coastline alignment. In addition, new buildings require a minimum building site level of 2.85 metres AHD (Australian Height Datum) in order to mitigate flooding risk and withstand a further 0.7m rise in sea levels to the year 2100.

All development works forward of the potential 2100 shoreline will be considered as ‘sacrificial’ works, and will not need to be constructed to a minimum site level (e.g. existing car park area, future and existing pedestrian plazas, etc).

### Goolwa Surf Life Saving Club / Public Toilets

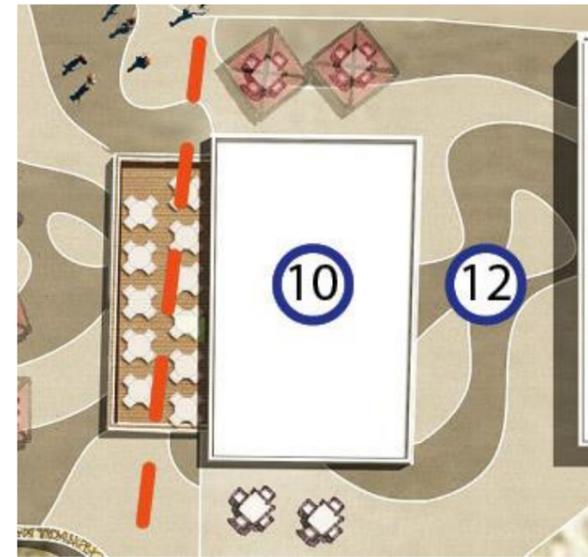
The Masterplan incorporates an estimated building footprint, as per preliminary plans submitted by SLSSA to Council. This footprint can only be relied upon to indicate the proposed location of the development, as the building design is subject to ongoing discussion between Council and Surf Life Saving SA and the Goolwa SLSC.

During the final round of community consultation there was clear support for incorporating the new public toilets and change facilities within the new Club building, in a location closer to the carpark. Further negotiations will be required to determine the best design, mix of facilities and building footprint that meets the various site planning and user group needs.

As the existing toilet facility will need to be demolished to make way for the proposed new SLSC building, a temporary toilet facility will be provided in the interim.

### Café

The Masterplan retains a future café on the eastern side of the car park, directly in front of the proposed new SLSC building and behind the 2100 shoreline (i.e. set behind the current location).



The existing café building will be retained until such time as a new café is constructed (expected to be 6-8 years). It is proposed that the new café will have a floor area of approximately 100m<sup>2</sup>, inclusive of a larger kitchen facility and indoor dining. It would also be possible for an outdoor café deck to be constructed forward of the 2100 shoreline, provided that it is regarded as a ‘sacrificial’ piece of building work. The construction of the café as a separate building provides the opportunity to ensure that the café’s ‘individual character and identity’ can be continued / established.

The design of outdoor seating areas associated with the café should take account of prevailing winds by offering protection.

Servicing of the café will likely be from the rear, in the area between the café and the proposed Surf Life Saving Club (subject to final design of the surf life saving facility / orientation of building).



Example images of beach front cafés

## Pedestrian Plaza Spaces

The existing pedestrian plaza between the car park and the fore dune will be retained and upgraded. It will include new paving, seating, two shelters and an elevated viewing deck which will provide visitors and users of the beach with direct views over the dunes to the sea. It is intended to protect the fore dune through appropriately designed fencing, and to include a low wall along the edge of the plaza to separate the plaza from the fore dune area.

The Masterplan provides for a significant new public plaza area (see **Figures 3 and 6**) on the seaward side of the new Café, generally on the site currently occupied by the existing café (the area will encroach no further into the dunes than the current café / dining footprint).

This area will be at a slightly lower level to the new café, and will include a range of public amenities such as seating, wind protection, shelter, public art and outdoor shower facilities.

This area will be available for sitting, picnics, congregation during surf carnivals and other major events, and eating food purchased at the café. This large new plaza of approximately 550m<sup>2</sup> will represent a significant new public amenity for Goolwa Beach.



Figure 6 - Artist impression of the proposed pedestrian plaza space in front of a new café building

## Pedestrian Safety

A number of improvements have been made to pedestrian circulation and safer pathways within the general car park area. These include:

- A new 3 metre wide shared path on the western side of Beach Road, connecting into the car park, and then crossing to the eastern side at the roundabout.
- Improved delineation of the footpath on the eastern side of Beach Road, again connecting to the proposed new surf life saving club facility and the beach, incorporating a safe crossing point at the 4WD beach access.
- Slowing of vehicles on the approach from Beach Road into the car park through traffic management and urban design features.
- Increased pedestrian movement and circulation areas adjacent to the beach and at the front of the new café building.
- A clearly defined pedestrian pathway through the centre of the car park connecting to the beach front plaza.



Example of a shared path

## Public Realm, Amenities and Landscaping

Given the significance of the Goolwa Beach Car Park and Surrounds to the local and regional communities, Council is keen to develop a high quality public realm as part of the redevelopment of the precinct. Key components of these improvements include:

- Improvements to the 'gateway' entry to the car park area along the approach from Beach Road.
- Outdoor showers are proposed adjacent to the south western access to the beach from the car park (near the existing SLSC lookout tower), and adjacent to the beach access stairs.
- Drinking water taps will also be provided.
- New landscape treatments (taking into account local climatic conditions and need to minimise maintenance).
- Landscape treatments and species selection can also help raise awareness of indigenous culture and knowledge.
- New furniture, including stools, benches, viewing decks, bike parking rails, etc.
- Waste and recycling bins.
- A series of new shade / shelter structures to provide protection from the elements. These should be lightweight and in keeping with other architectural / coastal features. A unique / sculptural design approach would add value and character to these features as they will be highly visible from the car park area and beyond.
- Bollards (or similar) to delineate vehicle and people movement areas.
- Gopher plug in charge points and electric car charging stations.



Example images of beach front shelters and showers

## Public Art and Signage

Public art and interpretive signage will play an important role in creating a ‘sense of place’ that reflects the environmental and cultural features of the precinct. Some of the proposed initiatives include:

- Sculptures and artwork that celebrate the environment and cultural qualities of the area would add interest to the area and could be designed to appeal to children and have play qualities. Public art could be part of a wider scheme throughout the Goolwa area or unique to this area of the beach. Art can be stand alone or integrated with furniture, pavements or other structures. A combination of both is recommended.
- New interpretive signage (cultural, heritage and environmental values) that helps tell a story about the history, environment and culture of Goolwa Beach and Sir Richard Peninsula should be arranged throughout the space. The signs should also educate about activities that cause degradation of the marine / coastal environment and how to behave respectfully in this sensitive area.
- New directional signs that guide users (where possible signs to be integrated to minimise clutter and improve legibility).
- New targeted signage for different user groups (eg. horse riders, off-road drivers). Incorporate multi-lingual signage where appropriate.
- Development of an additional entry statement to the Goolwa Beach Car Park, incorporating quality landscaping / public art.

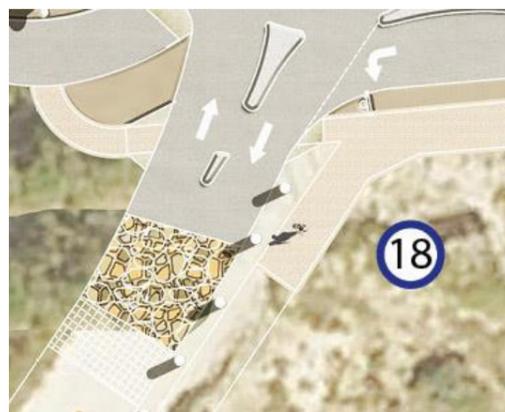


Example images of public art

## Infrastructure

Improvements to stormwater management within the site are proposed. Given the site constraints for stormwater detention and management within the car park, a new stormwater pipe will be installed at the low point which will direct water to the beach to the east of the existing stairs. Techniques will be incorporated to slow water speed to reduce erosion. The result will mean that the existing significant erosion problems that occur at the existing beach access stairway will be avoided in the future.

It is also proposed to remove the stormwater infiltration trenches between the existing parking bays (as they require too much maintenance compared to their stormwater management benefits), and replace them with landscape beds.



## Public Lighting + Security

It is proposed to install public lighting to the car park, plaza areas and areas adjacent the SLSC in accordance with Australian Standards.



Example image of public lighting

In order to improve public safety, it is also recommended that security cameras be installed (potentially on public light poles and / or on new buildings).

## Wastewater and Waste Management

A new wastewater tank and associated pumps will be located between the SLSC and the café underneath the circulation space between these two areas. This area will also be used for waste collection for the co-located buildings.

Waste from the SLSC building will be collected at the northern end of the new building (subject to final design of surf life saving facility / orientation of building).

Waste bins will be located following detailed consultation with the Fleurieu Regional Waste Authority.

## Environment and Culture

### Environment

The Masterplan aims to minimise disturbance on the natural environment as far as possible, and Council has made a *no net loss of vegetation* commitment.

The need to clear existing vegetation as part of the northward extension of the car park will be off-set as far as possible by re-vegetation work in the immediate area. The fore dune area, the area adjacent to the existing beach vehicle access track, and in the area to the east of the new SLSC building are likely restoration sites and Council will consult with the Native Vegetation Council and local community groups, such as the Goolwa to Wellington Local Action Planning Group and Goolwa Coastcare on required revegetation works.



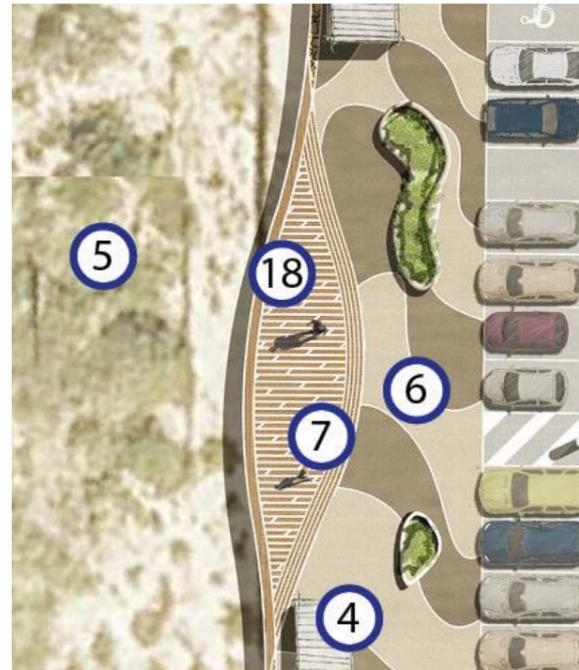
*Secondary and swale vegetation community*

Adequate fencing will be provided to restrict access to within the existing car park and associated access points.

The installation of interpretive and educational signage will raise awareness about the environmental value and significance of the area.

The vehicle track (beach access) will be uniformly narrowed and contained to prevent further incursion into the dunes.

The installation of an elevated viewing deck adjacent to the fore dune, together with fencing of the adjoining fore dune, is aimed at keeping people off the fore dune area and allowing the vegetation to regenerate.



The proposed 4WD permit system will raise funds for environmental and cultural conservation and restoration works in the area.

### Cultural Heritage

Acknowledging the cultural significance of the area, the Masterplan aims to respect the cultural heritage of the area by minimising disturbance wherever possible, adhering to established Ngarrindjeri heritage protocols, and providing opportunities to share and celebrate Aboriginal heritage and culture. Council is committed to ongoing discussion and collaboration with the Ngarrindjeri Regional Authority to achieve this.

It is proposed to recognise and celebrate local Indigenous culture through public art and interpretive signage throughout the precinct, in order to raise awareness and educate visitors about the cultural significance of the place, and to promote respectful and responsible use of the Goolwa Beach area, and more broadly of Sir Richard Peninsula.

The proposed 4WD permit system will raise funds for environmental and cultural conservation and restoration works in the area.

# 4 IMPLEMENTATION + MANAGEMENT

## 4.1 OVERVIEW

In a project of this size there will need to be consideration given to the staging of particular elements in order to achieve the overall objectives of transforming the Goolwa Beach car park and surrounds over a reasonable timeframe. Fortunately, Council has the ability to control and manage most of the proposed works, other than for the proposed new SLSC building.

A number of approvals will need to be obtained in order to implement the project, all of which need to be successfully managed.

In staging the works it will be important to ensure that new elements do not require re-work of newly completed infrastructure.

Given the location of the existing toilet block, a temporary toilet facility will need to be constructed during the construction of the new SLSC facility.

It is also unclear as to the exact timing of any new Surf Life Saving facility, and therefore a range of infrastructure works should be programmed to occur irrespective of whether or not the Goolwa SLSC building proceeds in a timely manner.

As indicated earlier, there is no immediate requirement for relocation / reconstruction of the café facility, although a new facility will eventually be required to conform to the 2100 shoreline requirements and to provide improvement. The fact that the existing facility is not meeting the level of functionality desired suggests that replacement would be desirable in the short to medium term.

It is also noted that, preferably, work on the new SLSC building and associated works would be undertaken prior to works being undertaken in the car park.

This would ensure that the new car park and associated works would not be adversely impacted by construction vehicles associated with the construction of the SLSC building and associated works.

The following outline of key priorities has been based on a potential delay in the construction of the SLSC building, with short term works aimed at improving the car park and its surrounds and dealing with many of the existing site planning issues that currently exist.

## 4.2 KEY PRIORITIES

It is suggested that the work be undertaken in accordance with the following priorities.

### *Stage One*

- Improvements to the 4WD track should be addressed as a priority to address safety concerns.

### *Stage Two*

- Install temporary toilet facility
- Construction of surf life saving facility / public toilets
- Upgrade ramp from south-western corner of the car park to the beach
- Reconfigure and expand car park, incorporating:
  - New line marking
  - Horse float area / tacking posts, etc.
  - New entry roadworks / roundabout
  - New lighting
- Public plaza improvements to the south of the car park
- Shared pathway connection to the Encounter Bikeway
- New access to the beach replacing existing stairs (preferably passing over the dunes rather than cutting through them)
- New stormwater infrastructure
- All signage
- Public art

### *Stage Three*

- New formalised car parks along Beach Road

### *Stage Four*

- Construct new café
- Construct new public plaza in front of the new café

